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SUPPLEMENT TO
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1. The Warnow Shipyard, formerly called the Kroeger Werft and re-named Karl Liebknecht Werft after the capitulation, is one of the People's-Owned Shipyards. It has about 4,000 employees including the administrative personnel. The commercial director is fnu TOPPS, a decent and capable man. He is not a Communist by conviction. The technical director is Engineer fnu KRAUSE. He appears to be efficient. He claims he was badly treated by the British and went to the Soviet Zone in disgust in 1947. Although he sought to avoid coming under suspicion the Soviets and Communists distrust him.
2. The present employees include only a small proportion of those formerly working there. Everyone is under constant pressure from the SED so that no one dares to declare himself to be anti-Communist or to engage in anti-Communist activity. Denunciations are common.
3. The Soviets removed the former director, fnu STREY in 1947. He had been appointed in 1945 after the capitulation. He had worked in the shipyard as an electrician but had been released because of irregularities. He is a Communist activist and was supported by the Communist trade union, the SED, and the former mayor of Warnemuende, fnu KASPAR.
4. After STREY had been removed, the Soviets wished to put the former owner back in as director. Two Soviet officers, Lt. Col. fnu GOLOV, then working in Schwerin as a specialist in shipyard matters, and a Col. fnu MICHAELOV, backed this suggestion. It was pointed out, however, that difficulties would result were the yard to be taken out of the sozialization plan. A non-People's-Owned shipyard could not count on receiving state orders or ample allotments of materials. At the same time, an effort was being made to place the Warnow yard under a single direction along with the yards at Wismar and Boizenburg. This plan was never put into effect.

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5. Today the Warnow Shipyard is one of the most modern of the People's-Owned yards. The extravagant outlay for large buildings, for equipment, and storage bears no relation to the actual production. It is safe to conclude that the shipyard has been built as a kind of arsenal.
6. The yard does not yet have a dock. About two years ago it was planned that a floating dock would be built there but the plan fell through for lack of iron and steel as well as the impossibility of finding space for a dock pit. Now it is planned to build a dry dock. For this purpose it was planned to use the old steel rabbeting from the former Rerick Luftwaffe harbor. The material turned out to be in an advanced state of decay due to rust. An attempt is now being made to secure rabbeting elsewhere.
7. The Warnow yard built 18 meter fishing cutters in 1948 and 1949. It also repaired S-Boote, R-Boote, and, it is thought, one L-Boat. Now it works only on repairing and refitting raised wrecks. The former German liners HANSA, CORBILERA, and DER DEUTSCHE are either completed or in repair there. The 22,000 ton HAMBURG is supposed to be taken there from Sassnitz where it was raised.* At present the yard is not building any new vessels.
8. The channel had to be deepened in order to bring the large vessels into the yard. Dredging is still going on. There is some danger that the shore walls and reinforcements may slip as their foundations are not deep.
9. Some years ago there was a construction office ostensibly for wind-power apparatus (Windkraftwerke) in the Hohenzollern Hotel in Warnemuende. It apparently dealt with shipbuilding. It is not known whether it is still in operation.
- M. Miscellaneous shipyards in the Soviet Zone:
 - a. Engelbrecht Shipyards in Berlin. Primarily concerned with construction of speed boats (Schnell-Boote). The designer is Ing. fnu FUGENER, an experienced specialist who is not a Communist. According to reliable contacts, the speed boats have the following characteristics of their type:
 - 30 meters long
 - Three 300 HP Diesel motors apparently from the Augustin Werke in Berlin.
 - 30 knots (1 knot = 6,000.20 ft.), approximate speed.Engineer fnu AUGUSTIN is said to have tried to establish himself in the Western Zone of Germany after the capitulation. He did not succeed and went to the Soviet Zone.
 - b. The People's-Owned Shipyard in Gehlsdorf near Rostock was formerly called the Rhode Shipyard. The former owner, fnu RHODE, has been expropriated and sentenced to four years imprisonment after part of the yard burned. He was charged with not having provided enough fire-fighting equipment. Main production item in the yard is 18 meter-long wooden fishing cutters.

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- c. Professor ~~fm~~ ROHMER and Dipl. Ing. POPP work on shipbuilding in the Soviet Zone. Their office is in Berlin but its exact location is not known. Both are shipbuilding specialists and, in reality, do not favor the Communist ideology.
- d. The People's-Owned Shipyard in Stralsund, which formerly worked for the German Air Force, has been modernized and expanded. It builds luggers.
- 11. The attached chart is a copy of one published in January 1949. It represents the improvements and additions which it was planned to make in the shipyard at Warnemunde. Source produced photographs which were supposed to have been taken in August 1950. According to the evidence of the photographs, most of the proposed changes have already been accomplished.

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* [REDACTED] Comment. An independent source reports that the "Hamburg" ran aground while being towed into Warnow Shipyard. Three dredges are said to be working to get the vessel afloat and into the yard.

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